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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Saratov Oblast)

REPORT

SUBJECT The City of Saratov

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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The attached report on the city of Saratov /N 51-34. E 46-027 is being forwarded as it was received Attachments to the report include the following:

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Attachments 1 and 2: A city plan and an unannotated overlay of Saratov 50X1-HUM The legends for these sketches are given in the report. 50X1-HUM

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Saratov Urban AreaGeneral Description

1. The city of Saratov (N 51-34, E 46-02), on the right bank of the Volga River in Saratovskaya oblast, RSFSR, was about 35 km long and five km wide at its widest point. The terrain northwest of the city was hilly and forested. In the northeast it was level fertile land and to the southwest, rolling to level. The city was predominantly industrial, having the following large plants:

- a. Airframe Plant No. 292 (point 77, page 10).
- b. The Third Antifriction Bearing Plant (point 59, page 9).
- c. Volga Foundry (point 21, page 6).
- d. Tractor Parts Plant (point 43, page 8).
- e. Petroleum refinery (point 2, page 17).
- f. Radar sets manufacturing plant (point 5, page 17).

Names of other smaller plants are included in the body of the report. The newly constructed plants located outside the city are listed under paragraph 13. City stores were located mostly on prospekt Kirova from the Krytuy Rynok (point 135, page 14) to Radishchevskaya ulitsa, on ulitsa Gorkogo (point 146, page 15) from the intersection with prospekt Kirova to the intersection with ulitsa Lenina (point 164, page 16, and on ulitsa Lenina from the corner of ulitsa Gorkogo to the main post office (point 130, page 14).

Climate

2. The climate of the Saratov area was dry with prevailing winds from southeast to northwest. The average summer temperature was 30° C and in the winter temperatures ranged from 15° C to 20° C. The first snowfalls and river freezing began around 1 to 15 November and the snow started to melt from 1 to 15 April. Generally, the snow blanket was one-half meter. The snow from city streets was transported outside the city limits.

Population

3. [redacted] the population of Saratov numbered slightly over 500,000. After 1945 the population had increased considerably:

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[redacted] The majority of inhabitants were Russians, followed in number by Ukrainians, Tartars, Jews and a small percentage of Germans, respectively. Most of the population was employed in the local industrial plants, including factories, the petroleum refinery and river ports.

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Public Utilities

4. The city post, telephone, and telegraph office was located in the city administration building (point 156, page 15). The main post office was located in the building designated as point 130, page 14.
5. The radiobroadcasting station was located in the building designated as point 32, page 7. Through correspondence source learned that a television station was built and put into operation in August 1957.

no official

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measures were taken to prevent listening to foreign radiobroadcasts. [redacted]  
often listened to Russian language broadcasts of the BBC and Voice of America  
[redacted]

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6. Electric power plants were located at points 92 and 147, pages 11 and 15. The transfer station for streetcar lines is designated as point 122, page 13. The new thermal power plant was located at point 4, page 17.

#### Transit System

7. The city transit system used primarily streetcars, trolley buses and, to a lesser degree, autobuses. [redacted] numbers and routes for the following lines:

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- a. Streetcar line No. 1. The route of this streetcar started at the intersection of ulitsa Chernyshevskogo and Chelushkina (point 165, page 16), then proceeded west on Chelushkina to Chapayevskaya ulitsa (point 127, page 13); here it turned south on Chapayevskaya ulitsa to ulitsa Chernyshevskogo, on which it continued to the terminal (point 87, page 11) located near Airframe Plant No. 292 (point 77, page 10). The streetcar line was double track on ulitsa Chernyshevskogo from the intersection with Kamyshinskaya ulitsa to the terminal (point 87, page 11). The track was laid on the north side of the street up to the intersection of ulitsy Astrakhanskogo and Chernishevskogo, from which point to the terminal (point 87, page 11) the track was laid in the middle of ulitsa Chernishevskogo.
- b. Streetcar line No. 2. This route started at the terminal of line No. 1 (point 87, page 11), proceeded south toward the petroleum refinery called "Kreking" (point 2, page 17) and returned.
- c. Streetcar line No. 5. This was a new, double-track line. Its route started at Poselok Strelka (point 8, page 6) and proceeded east on Sadovaya ulitsa (point 166, page 16).
- d. Streetcar line No. 7. This line started from Poselok Strelka and continued east on Sadovaya ulitsa to Astrakhanskaya ulitsa (point 29, page 7), on which it turned south to prospekt Kirova (point 34, page 7), on which it turned east to Mirnyy pereulok (point 133, page 14); it then turned south on Mirnyy pereulok, continued around the block enclosed by Sakko i Vantsetri and Chapayevskaya ulitsy, and prospekt Kirova, and returned on the same route.
- e. Streetcar line No. 9. This route started at Mirnyy pereulok and went west on Sovetskaya ulitsa to Astrakhanskaya ulitsa, on which it continued south to Rabochaya ulitsa and then turned west to Klinicheskii Poselok (point 36, page 7). From here it proceeded to Proletarskiy Poselok (point 55, page 9) and turned around for the return run at point 56, page 9.
- f. Streetcar line No. 10. This route started at Mirnyy pereulok and continued on the same streets as line No. 9 as far as Klinicheskii Poselok, from which it turned to Poselok Agafonovka (point 52, page 8) and turned around for the return run at point 54, page 9.

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- g. Streetcar line No. 11. This line started in Astrakhanskaya ulitsa at the terminal (point 111, page 12) and proceeded to prospekt Kirova (point 34, page 7), on which street it traveled east to Mirnyy pereulok and then returned on the same route.
- h. Streetcar line No. 12. This line started near the shoe factory (point 44, page 8) and proceeded north in Astrakhanskaya ulitsa to the Agricultural Research Institute (point 1, page 5) and then returned on the same route. The double-track streetcar line on Astrakhanskaya ulitsa was laid on the western side and separate from the street.
- i. Trolley bus line No. 1. This trolley bus traversed prospekt Kirova, then turned south on Otkrybnaya ulitsa and then east on Naberezhnaya ulitsa (point 175, page 16) to the Russian Orthodox Church (point 177, page 16). From here source believed the route continued west on ulitsa Lenina (point 164, page 16) to the passenger railroad station (point 23, page 7).
- j. Autobus line No. 1. This route included Chapayevskaya ulitsa (point 127, page 13) and Kamyshinskaya ulitsa; however, source did not know the complete route. One autobus traveled from the Krytvy Rynok (point 135, page 14) all the way to Airframe Plant No. 292 (point 77, page 10).
8. The electric transformer station for streetcar and trolley buses was located between Pugachevskaya ulitsa and Astrakhanskaya ulitsa. This station is designated as point 122, page 13. The streetcar depot is designated as point 123, page 13.
9. The streetcar fare was 30 kopeks and for the autobus the price varied according to the distance traveled. From Krytvy Rynok (point 135, page 14) to Airframe Plant No. 292 (point 77, page 10) the fare on autobuses totaled 1.10 rubles, and for a distance of two bus stops the fare was 15 kopeks.
10. The cost of a railroad ticket from Saratov to Moscow totaled 114 rubles first class plus ten rubles for a bed or 95 rubles for the seat only. From Saratov to Leningrad the first class ticket was 105 rubles.

#### Sanitary and Medical Conditions

11. Generally speaking, the sanitary conditions in Saratov were good. All new apartments had inside plumbing. Each apartment had a pickup point from which garbage was picked up daily. The garbage was burned in open air dumps outside the city limits. The city did not have a garbage disposal plant.
12. Each rayon of the city had a clinic. [redacted] hospitals: The children's hospital (point 94), the First Soviet State Hospital (point 119), the Second Soviet State Hospital (point 145), the Third Soviet State Hospital (point 37) and the Fourth Soviet State Hospital (point 107). All medicine and medical care were free of charge. For bedridden patients free ambulance service was provided or the doctor made calls at the patient's home. Medical care at the hospitals was considered very good. [redacted] there were no epidemics or prevalent diseases.

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Industrial Development

13. [ ] since 1950 the city of Saratov had been expanding toward the northwest, in that area along the road to Penza (N 53-12, E 45-01) and Ulyanovsk (N 54-20, E 48-24), approximately 20 kilometers from the city limits. He added that in this area new plants had been constructed and it was rumored that some of the larger plants situated closer to the center of Saratov would eventually be relocated in this general area. [ ]

[ ] some of the new plants by their functional names:

- a. Tank repair and assembly plant,
- b. Electronic equipment plant. Source had heard that there were two such plants.
- c. Missile or rocket plant (zavod reaktivnykh snaryadov ili raket).
- d. Machine building plant. [ ] had not been completed in May 1957.
- e. Diesel engine plant. Source had heard that this plant also produced diesel engines for submarines.
- f. Motorcycle motor plant.
- g. Armament plant.

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14. [ ] all the above-mentioned plants and any new ones to be constructed or relocated at a future date, would receive electric power from a hydro-electric power plant in Balakovo (N 52-03, E 47-45), still under construction at the time of his repatriation. High voltage transmission towers and lines leading from this new power plant to the city and various industrial installations were already constructed.

Legend for City Plan of Saratov

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15. [ ] points of interest in Saratov. (Refer to att. 1, a sketch of the Saratov City Plan based on a German General Staff City Plan of Saratov, No. 370, dated 30 Jan. 43, 1:100,000.)

- Point 1. Agricultural research station.
- Point 2. Tank training school.
- Point 3. Double-track streetcar line No. 12. It traversed Astrakhanskaya ulitsa.
- Point 4. Agricultural research institute.
- Point 5. City airfield. This was a hard-surface field without concrete runways or taxi strips. This airfield had a small brick passenger terminal, a small weather station operated by civilian technicians, a maintenance shop, a small brick hangar for DOSAAF facilities, and

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a POL dump for Aeroflot aircraft. Near the hangar were parked DOSAAF aircraft for training purposes, such as one YAK-15, one U-2/P0-2, one UT-2, and two YAK-11. During WWII, an unknown fighter regiment was stationed on this field. The airfield was about three kilometers long and two kilometers wide. [Saratov Airfield]

- Point 6. Military armored school. The course was of three years' duration. All the students were on active duty and upon graduation they were commissioned lieutenants in the armored branch of the Soviet Army. The educational entrance requirement limited students to those who had completed a technical school or a minimum of two years of secondary schooling (nine years total).
- Point 7. Cemetery.
- Point 8. Poselok Strelka. (Strelka Settlement). The buildings of this settlement consisted mostly of single-story wooden and brick houses constructed before World War II. There were also three apartment buildings, four stories high, which were constructed after 1945.
- Point 9. Streetcar tracks. This was a double track laid on the right side of the street for streetcar lines No. 5 and No. 7.
- Point 10. Steel bridge. This narrow bridge was built over the railroad tracks expressly for the streetcar line. On the bridge there was only a single track for streetcar lines No. 5 and No. 7.
- Point 11. Housing areas. These consisted of brick apartment buildings three to five stories high; their construction began in 1950.
- Point 12. Kaseneva furniture factory.
- Point 13. Alcohol plant. It distilled vodka and other liquors and bottled various wines.
- Point 14. Double-track railroad line. This was the main line from Saratov to Moscow.
- Point 15. Highway. This highway was a continuation of Sadovaya ulitsa and was the main highway from Saratov to Moscow. It was constructed during 1955 - 1956 and had a concrete surface 16 meters wide.
- Point 16. Soccer stadium Trudovykh Reservoir. The construction of this stadium was completed in 1955.
- Point 17. Tar processing plant.
- Point 18. Oxygen plant. This plant processed oxygen for industrial welding.
- Point 19. Varnish and paint factory.
- Point 20. Mill for processing sunflower seed oil.
- Point 21. Volga Foundry Plant (Volskiy litseyny zavod).

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- Point 22. Railroad building. This was a two-story brick building occupied by the employees of the passenger railroad station.
- Point 23. The main passenger railroad station. This station was referred to as Saratov No. 1.
- Point 24. Hand baggage room for the passenger railroad station.
- Point 25. Turn-around point for trolley buses and autobuses servicing ulitsa Lenina.
- Point 26. Statue "Dzerzhinskogo." It was surrounded by a circle of grass and flowers.
- Point 27. Military barracks. These were two-story brick buildings in which the engineer troops (sapënyye) were billeted. 50X1-HUM
- Point 28. Saratov university campus.
- Point 29. Astrakhanskaya ulitsa. This was an asphalt surfaced street approximately 16 meters wide with double streetcar tracks on the western side.
- Point 30. Area of the Industrial Technical School (Industrialnyy Tekhnikum). Source did not know the length of the course but stated that the graduates were certified industrial technicians.
- Point 31. Zavod Universal. This plant produced metal products such as beds and manhole covers.
- Point 32. Saratov radiobroadcasting station.
- Point 33. Race track.
- Point 34. Prospekt Kirova. This was an asphalt covered street about 16 meters wide. It had asphalt sidewalks on both sides four and a half meters wide and was lined with trees. The street was well lighted and had sewers and underground electric power lines. The power lines for trolley buses were suspended from steel supports located on both sides of the street. It was considered one of the main streets of the city and was serviced by trolley bus No. 1.
- Point 35. Zavokzalnyy Poselok. This settlement was constructed prior to World War II. Most of the buildings were single-story and constructed of wood. These buildings were occupied by railroad workers.
- Point 36. Klinicheskiy Poselok. Most of the houses in this settlement were single-story wooden structures.

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- Point 37. Tretynaya Sovetskaya Bolnitsa (The Third Soviet Hospital). The hospital buildings were one and two stories high, constructed of brick.
- Point 38. Steel bridge. This bridge over the railroad was constructed for streetcar lines No. 9 and No. 10.
- Point 39. Saratov Tobacco Factory. This was a two-story brick building which had a gable-type roof covered with sheet metal. The factory was surrounded by a wooden fence about two meters high. The following brands of cigarettes and tobacco were produced for local consumption: Priboy, Luch and Zvezda cigarettes, Makhorka for rolling cigarettes, and Zolotoye Runo pipe tobacco.
- Point 40. Residential areas. The majority of buildings were two stories high and constructed of brick.
- Point 40,a. Residential area. This area consisted of privately owned wooden homes with small gardens.
- Point 41. Automobile battery plant (akkumulyatornyy zavod). This was a single story brick building, the measurements of which were unknown to source.
- Point 42. City dramatic theater. Behind the theater was a small park.
- Point 43. Tractor parts plant. From Astrakhanskaya ulitsa source observed a single-story brick building with a gable-type roof covered with sheet metal. This plant was engaged in production of spare parts for various types of tractors.
- Point 44. Shoe factory.
- Point 45. Railroad depot and freight warehouses. There were a number of long, single-story warehouses used by various area plants that did not have railroad sidings.
- Point 46. Railroad marshaling yard, Saratov No. 2 (tovarnaya stantsiya - freight station).
- Point 47. Streetcar line No. 9.
- Point 48. Streetcar line No. 10.
- Point 49. Silica brick factory.
- Point 50. Saratov Highway Construction Institute.
- Point 51. Streetcar line bridge. The steel bridge was constructed over the railroad for streetcar line No. 10.
- Point 52. Poselok Agafonovka. The single-story wooden houses were privately

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owned. Each owner had a small garden near the house.

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Point 53. Military radar station. This was a permanent radar installation with a bedspring type antenna.

this station was operated by the Army communication troops. Antiaircraft artillery units were also stationed in the northwest hills; however, source did not observe the gun emplacements, since they were obscured by trees and underbrush.

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Point 54. The turn-around point for streetcar No. 10.

Point 55. Proletarskiy Poselok. The single-story wooden houses were privately owned. Each house contained about 20 square meters of floor space.

Point 56. Turn-around point for streetcar No. 9.

Point 57. Planing machines building plant (zavod strogalnykh stankov). The plant buildings were constructed in 1955. a few buildings were one or two stories high.

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Point 58. Food market for Stalinskiy rayon. The inhabitants of this rayon sold surplus garden products in this market.

Point 59. Third State Bearing Plant (Tretiy GPZ - Gosudarstvennyy podshipnikovy zavod). This plant produced various ball bearings for aircraft, railroad cars, and agricultural machines. The roller bearings were made for aircraft and combine harvester wheels. Plant 292 was supplied by this plant with ball bearings and roller bearings. The ball bearings were used for the empennage and the roller bearings for the landing gear wheels and for combine harvester wheels.

Point 60. Housing area. This settlement was constructed for the workers of the Third State Bearing Plant.

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Point 61. Streetcar line No. 2. The double-track line continued in a southerly direction to the petroleum refinery referred to as the cracking plant (refer to page 17, point 2).

Point 62. Double-track railroad line Saratov-Moscow.

Point 63. Settlement of fibrolite houses. The settlement was administered by Plant No. 292 since all tenants were employees of this plant. The buildings were two stories, constructed of brick.

Point 64. Plant No. 292 airfield. The airfield did not have a specific name

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and was referred to as the plant airfield (zavodskoy aerodrom).  
Saratov/South Airfield

- Point 65. Military barracks. The barracks were two stories high and constructed of brick. [redacted] this compound was constructed in 1951. An unknown regiment of motorized infantry troops was stationed there. The troops of this regiment conducted regular infantry training and also served as security guards for the Plant No. 292 airfield. Most of the soldiers were from the Asiatic republics of the USSR. 50X1-HUM
- Point 66. Barbed wire fence around the military barracks.
- Point 67. Stone wall. This wall was constructed on three sides of the military compound.
- Point 68. Concrete road. This road was approximately two km long and 16 meters wide and was used for towing aircraft from Plant No. 292 to the plant airfield.
- Point 69. Garage and motor pool. The vehicles of the motorized infantry regiment (point 65 above) were parked in this area. The regiment had an unknown number of trucks, jeeps, and passenger cars which were repaired and maintained in this garage.
- Point 70. Saratov-Astrakhan double-track railroad line.
- Point 71. New wharves under construction. Since 1955 this area was being filled with dirt from the adjacent ravine. Along the Volga bank steel pilings were driven in to prevent landslides. The port facilities were scheduled to be completed during the current Five-Year Plan. Passenger, commercial, and industrial port facilities were to be relocated at this port. [redacted] this port would be used by ships of semi-scafering displacement after the Stalingrad dam was completed. 50X1-HUM
- Point 72. Deep water port. This part of the ravine was excavated and the earth was deposited at point 71 via pressurized pipes. Upon completion, this area was to be flooded and serve as a deep water port.
- Point 73. Four grain elevators.
- Point 74. Vtoroy Zhil-uchastok. This was a housing settlement for workers of Plant 292. The brick buildings were one story and two stories high and for two or three families.
- Point 75. Vtoroy Zhil-uchastok. This part of the settlement for the workers of Plant No. 292 contained approximately ten brick buildings, four to five stories high, which were constructed in 1955.
- Point 76. Perimeter fence of Airframe Plant No. 292.
- Point 77. Territory of Airframe Plant No. 292.

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Point 78. Exit gate. Through this gate the assembled aircraft were towed to the plant airfield (point 64 above).

Point 79. Entrance of Plant 292.

Point 80. Gear-cutting machine plant (zavod zuboreznykh stankov). The plant building was two stories high and of brick construction.

Point 81. Two houses.

Point 82. Administration building of Plant No. 292.

Point 83. Plant No. 292 vehicular entrance.

Point 84. Plant No. 292 workers' entrance.

The area consisting of points 85, 86 and 87 was referred to as ploshchad Ordzhonikidze of Stalinskiy rayon.

Point 85. Restaurant for Stalinskiy rayon. This was a two-story brick building containing two dining halls, each of 1,000 seat capacity.

Point 86. Movie theater Temp. This theater was constructed in 1931.

Point 87. Streetcar turn-around point. At this circle streetcar No. 1 turned around and started the return run on Chernyshevskaya ulitsa. For streetcar No. 2 this was the starting point on its run toward the petroleum refinery. (Refer to picture inclosure No. 3, point 3.)

Point 88. Club house for the workers of Plant No. 292.

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Point 89. Sports stadium Krylya Sovetov. The construction of this stadium was completed in 1955. The bleachers were erected on the western side with only 5,000 seating capacity. This stadium was used by workers of Plant No. 292.

Point 90. Pervyy Zhil-uchastok. This first housing area was under the administration of Plant 292 since all the tenants were workers of the plant. All buildings were four to five stories high and constructed of brick.

Point 90 a. Location from which attached photographs of Plant 292 area were taken, No. 12 Pervyy Zhil-uchastok.

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Point 91. Automobile battery manufacturing plant. In addition to production of batteries some sections of the plant were engaged in the repair of vehicles.

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Point 92. Electric power plant.

it was a thermal power plant using coal for fuel.

Point 93. Smokestack for electric power plant.

Point 94. Children's hospital.

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- Point 95. Public bathhouse for Stalinskiy rayon.
- Point 96. Poselok Yuris. The houses of this settlement were single-story, wooden constructions and privately owned.
- Point 97. Yeast factory.
- Point 98. Alternate turn-around point for streetcars.
- Point 99. Lumber mill.
- Point 100. Gasoline station. It was constructed in 1954.
- Point 101. Shoe leather processing factory. This was a two-story brick building.
- Point 102. Metal products plant. In 1939 this small plant was producing nails, but since that time the plant facilities had been expanded to include production of metal beds and other products.
- Point 103. Small settlement. The wooden houses were a single story high.
- Point 104. Nail plant i/n. Lenin. The plant building was two stories high and of brick construction.
- Point 105. Petroleum storage. It contained numerous steel tanks erected above ground level and dispersed among the trees. The storage area was fenced off by a stone wall three meters high.
- Point 106. Petroleum port. Petroleum delivered by river barges to this port was pumped to the storage tanks via pumps laid on the ground level.
- Point 107. The Fourth Soviet State Hospital (Chetvertaya Sovetskaya Gosudarstvennaya Bolnitsa).
- Point 108. Concrete plant. This plant made concrete columns, slabs, and other items for construction purposes. The plant building was a single-story, brick construction. The front part of the building was made into two stories; however, it was of the same height as the remaining work area.
- Point 109. Slaughterhouse.
- Point 110. Railroad warehouses. There were a number of single-story wooden warehouses which were used for transit storage of various products. These warehouses were enclosed by a wooden fence two and a half meters high.
- Point 111. Turn-around point for streetcar No. 11.
- Point 112. Single-track railroad.
- Point 113. Stadium Lokomotiva. This stadium had seating capacity for 15,000 people.

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- Point 114. Flashlight battery factory. This was a small two-story brick building. The factory produced dry cell batteries for flashlights.
- Point 115. Trade school. This was a red brick building four stories high. The courses were of two to three years duration and after completion of the course the trainees were assigned to various plants as machinists. The classes were conducted daily six days a week from 0800 to 1700 or 1800 hours. The trainees boarded in the school dormitories.
- Point 116. Ulitsa Chernyshevskogo. This was an asphalt surfaced street approximately ten meters wide and not well lighted. For the most part it did not have sidewalks, excepting that section in the main part of the city, and it had no sewers.
- Point 117. Vtoraya Sadovaya ulitsa. This was a cobblestone street without lights, sidewalks, or sewers. The street ended at the cross section of ulitsa Chernyshevskogo. The north extension was named Kamyshinskaya ulitsa.
- Point 118. Flour mill. This was a single-story red brick building.
- Point 119. The First Soviet Hospital (Perвая Sovetskaya Bolnitsa). There were many brick buildings two or three stories high. The number of persons on the hospital staff and the bed capacity were not known to source.
- Point 120. Macaroni factory.
- Point 121. Bolshaya Kozachaya ulitsa. This was an asphalt surfaced street, eight meters wide with three-meter sidewalks on both sides of the street. The buildings on both sides were from two to three stories high and constructed of bricks.
- Point 122. Electric transformer station for streetcar lines.
- Point 123. Streetcar depot. This depot was for the streetcars of lines Nos. 7, 11, 12 and possibly others.
- Point 124. City MVD headquarters. This was a five-story building constructed of brick. The MVD jail was also located in the building.
- Point 125. Textile factory.
- Point 126. The Central Kolkhoz Market (Tsentralnyy Kolkhoznnyy Rynok). At this market farmers sold fruits and vegetables either from their own gardens or from the kolkhoz. Black market activities were carried on, especially with clothing articles, shoes and boots. The most valuable articles in the black market were cotton and wool cloth for women's clothes, cloth for men's suits, and good quality shoes for both men and women.
- Point 127. Chapayevskaya ulitsa. This was an asphalt surfaced street, 17 meters wide, with sidewalks two meters wide on both sides. The street was well lighted, had sewers, and was lined with trees on both sides. It was considered one of the main streets and basically residential.

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Streetcar No. 1 and autobus No. 1 traversed this street.

Point 128. Publishing house for the oblast newspaper Kommunist.

Point 129. Juridical Institute (Yuridicheskiy Institut). This building was four stories high and of brick construction.

Point 130. The main post office building. It was three stories high and of brick construction.

Point 131. Petroleum Technical School (Neftyanoy Tekhnikum). The school building was five stories high and constructed of white brick.

The graduates were awarded certificates as technicians in the petroleum industry. 50X1-HUM

Point 132. Circus hall. It was constructed of white brick. This circus hall was larger than the circus in Moscow.

Point 133. Mirnyy pereulok. The block enclosed by Mirnyy pereulok, prospekt Kirova, Chapayevskaya ulitsa and Sakko i Vantssetti ulitsa, was the assembly point for streetcars Nos. 7, 9, 10, and 11.

Point 134. Movie theater Pobeda. This theater was constructed in 1955 and contained three separate movie halls.

Point 135. Closed-in market (Krytyy Rynok). This market was constructed in 1914 and was not damaged during World War II. The market area was in the center of the block which was covered with a glass roof. On all four sides of the market were two-story buildings which contained state owned department stores (univermag). In this market farmers sold fruits and vegetables.

Point 136. Military barrack. This was a five-story brick building surrounded by a three-meter stone wall. An infantry unit, size unknown, was stationed in this building. this was part of the city garrison comprising draftees from Saratov and surrounding regions. 50X1-HUM

Point 137. Ten-year school. The school building was five stories high and constructed of white brick.

Point 138. Ploshchad imeni Frunze. (Frunze Square).

Point 139. Union Plant of USSR Sovkhozov (Soyuznyy Zavod Sovkhozov BSSR). This plant produced various parts for agricultural machines used by the State collective farms (sovkhozov). At the corner of this plant was the streetcar stop called Pechalnyi Pereyezd.

Point 140. Bread factory. The factory building was long, three stories high and constructed of red brick. This building was enclosed by a stone fence.

Point 141. Sawmill No. 1 (Lesopilka No. 1).

Point 142. Sawmill No. 2 (Lesopilka No. 2).

S-E-C-R-E-T

50X1-HUM

Point 154. Vysshaya Kommunisticheskaya

Point 155. Manufacturing Plant No. 311.

Point 156. City administration building (gorodskoye upravleniye). In this building was also located the post, telephone, and telegraph office.

Point 157. Ploshchad Revolutsii (Revolution Square). This square was used for military parades during national holidays.

Point 158. Reviewing stand.

Point 159. Planovyy Ekonomicheskii Institut (Institute of Planned Economy). The institute building was four stories high and constructed of brick.

Point 160. Opera House i/n Chernyshevskiy.

Point 161. Movie house Ularik.

S-E-C-R-E-T

50X1-HUM

supplied from the Volga River via

reservoir of concrete construction.

- Point 171. Boat repair yard (Sudoremontnyy zavod). The workers of this yard repaired river steamboats and barges. It was subordinate to the Ministry of the River Fleet.
- Point 172. Glebichev Ovrage (ravine). Source had heard that all the ravines located near or within Saratov city limits were to be flooded and the level of the Volga River to be raised upon completion of the Stalin-grad dam. The projected date for the completion was 1958 or 1959. For the same reason, dikes were under construction on the left bank of the Volga along the city limits of Engels.
- Point 173. Ferry port. The ferry boats transported freight and passengers to Engels from this port.
- Point 174. Passenger port. This port had six small passenger boats for local transportation.
- Point 175. Naberezhnaya ulitsa. This was an asphalt surfaced street about 16 m wide.
- Point 176. Building of the main administration of the Volga Oil Tankers for Saratov Rayon.
- Point 177. Russian Orthodox Church.
- Point 178. The main administration building of the R.U.Zh.D (Ryazano-Uralsko Zheleznyaya Doroga - Ryazan-Ural Railroad). This building was five stories high and constructed of brick.

S-E-C-R-E-T

50X1-HUM



50X1-HUM

ern outskirts of Saratov,  
achment 2.)

e Volga River.

only referred to as Kreking (Cracking)  
US engineers. This refinery was  
south of the airfield of Airframe Plant No. 292.

1). This plant was approximately two kilometers  
from plant. In May 1957, more than half of the plant  
operations were completed. In 1957 the plant was producing alcohol,  
plastic materials and synthetic rubber. These items were made from  
waste products delivered from the petroleum refinery. Prior to con-  
struction of this plant the waste material was burned at the refinery.

Point 4. New thermal power plant. The first part of this plant was put into  
operation in the autumn of 1956, at which time its capacity was  
150,000 kw-h. The second part of the plant was still under construc- 50X1-HUM  
tion in May 1957. upon completion the over-all 50X1-HUM  
capacity of this power plant would be 300,000 kw-h. 50X1-HUM  
Oil shale used as fuel at 50X1-HUM  
the plant was delivered on a single-track railroad spur leading into  
the power plant.

Point 5. Radar equipment manufacturing plant. The construction of this plant 50X1-HUM  
began in 1953 and was completed in 1956. 50X1-HUM  
They were three stories high and of  
brick construction. The plant area, estimated to be one square  
kilometer, was enclosed by a stone wall three and a half meters high. 50X1-HUM  
this plant produced radar sets for aircraft and  
ships.

S-E-C-R-E-T

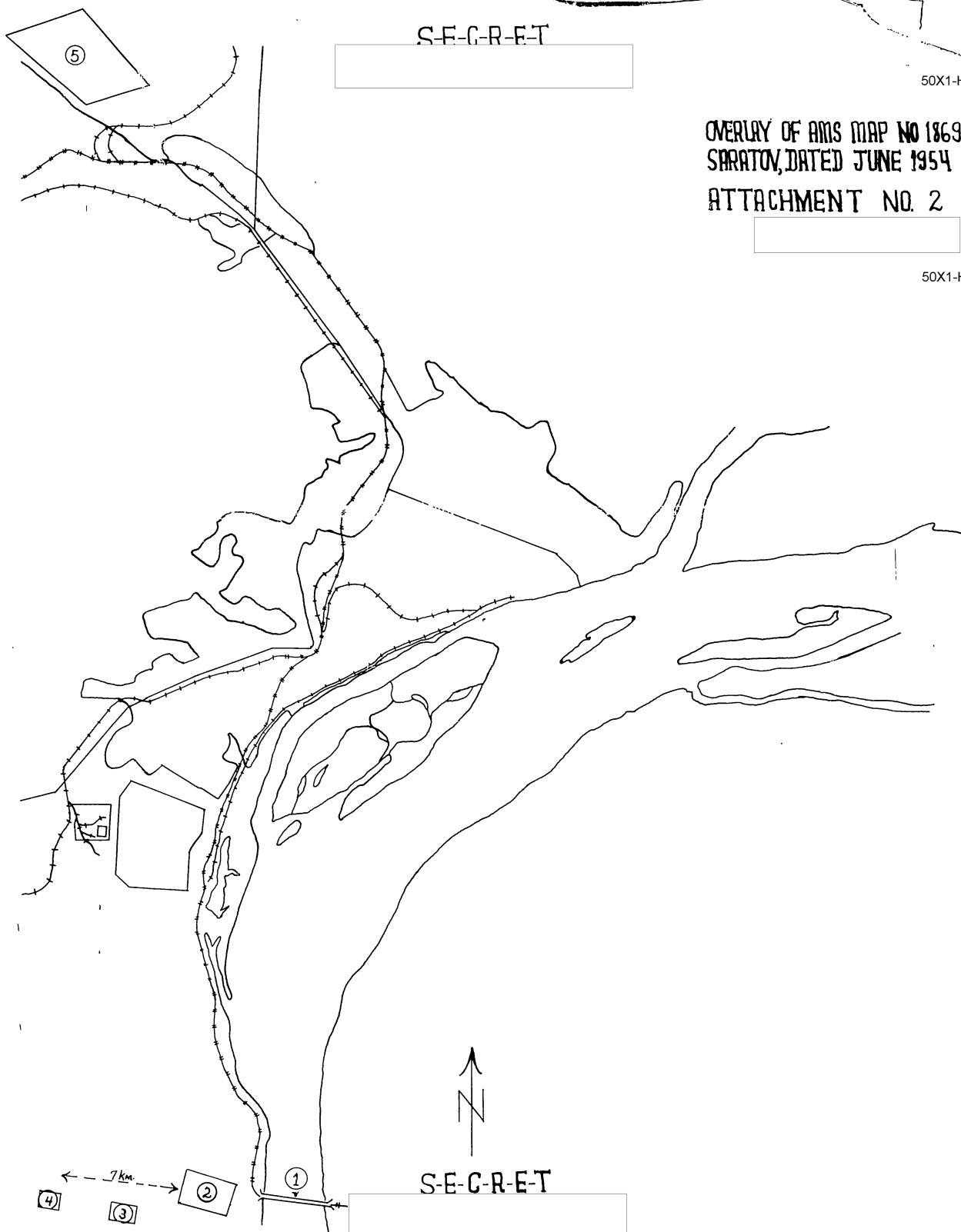
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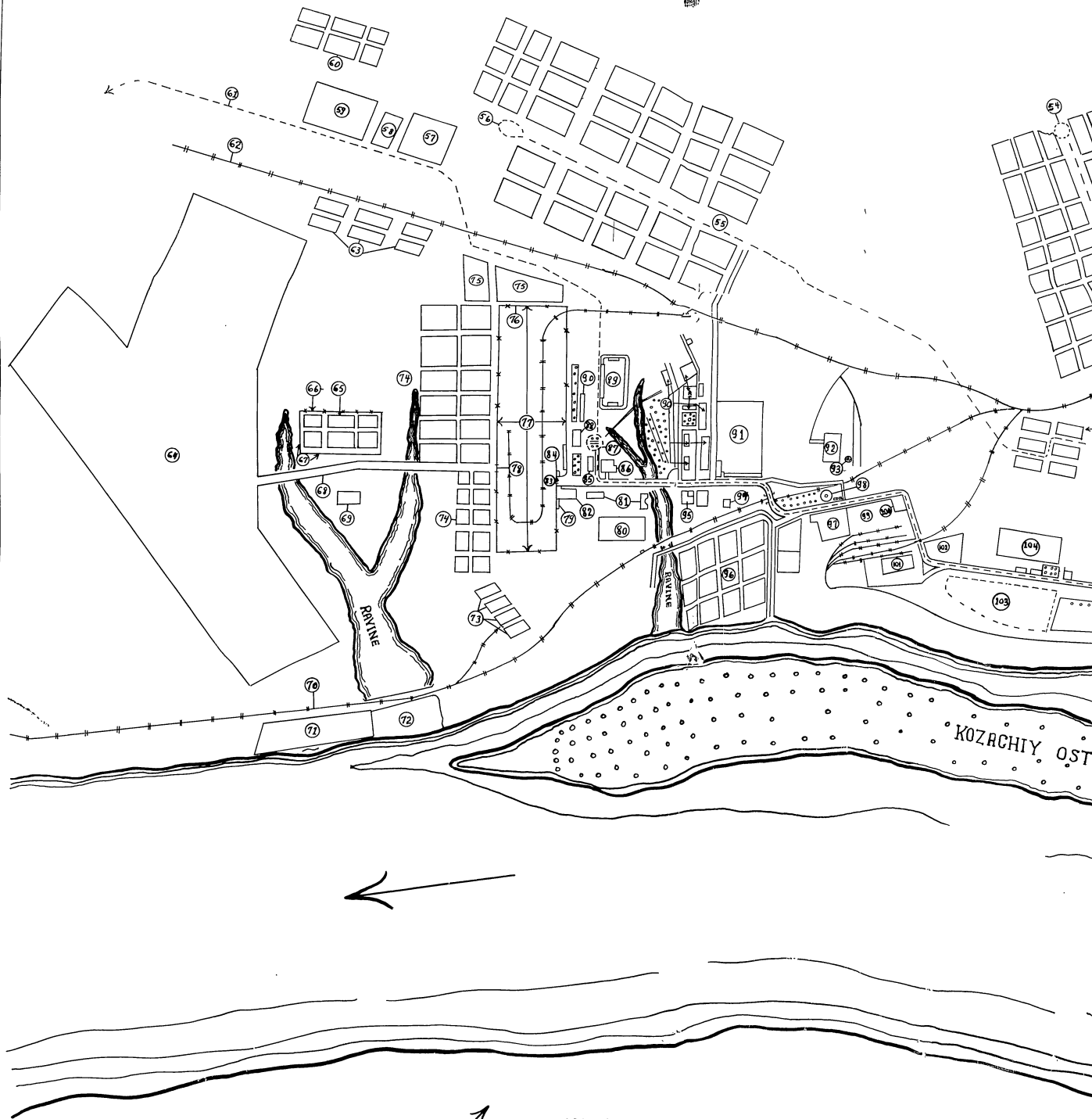
S-E-C-R-E-T

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OVERLAY OF AMS MAP NO 18694  
SARATOV, DATED JUNE 1954  
ATTACHMENT NO. 2

50X1-HUM





SKETCH OF SARATOV CITY PLAN  
 BASED ON GERMAN GENERAL STAFF  
 CITY PLAN OF SARATOV, NO 370 DATED  
 30 JANUARY 1943, SCALE: 1:100,000

ATTACHMENT NO. 1

PLAN  
STAFF  
370 DATED  
00,000

~~SECRET~~

CITY BEACH

Attachment 1

50X1-HUM

